

# LYNCHBURG CITY COUNCIL

## Agenda Item Summary

MEETING DATE: **March 12, 2002**

AGENDA ITEM NO.: 16

CONSENT:

REGULAR: **X**

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Realignment of City Election Wards and Voting Precincts**

RECOMMENDATION: After a public hearing, adopt an amendment to Sections 14-17 through 14-20 and Sections 14-32 through 14-35 of the City Code to redraw the City's election wards and voting precincts.

SUMMARY: The Voting Rights Act requires that localities periodically reapportion (or realign) their election districts or wards to preserve the principal of "one man/one vote" and to promote and ensure appropriate minority representation. Such action is required after each decennial census. The attached memorandum dated June 14, 2001 provides additional details. Staff has worked with the Electoral Board and Registrar to draft descriptions of proposed realigned wards as previously shared with Council members. The realignment of wards required a revision of the precinct descriptions as well. In addition, the Electoral Board recommended an adjustment to a precinct in the Second Ward (see attached memo).

PRIOR ACTION(S): Presentation to Council June 19, 2001; Electoral Board briefed November 26, 2001.

FISCAL IMPACT: N/A

CONTACT(S): Kimball Payne, Walter Erwin, Tom Martin, Annemarie Middlesworth

ATTACHMENT(S): referenced memoranda, draft ordinance, map

REVIEWED BY:

AN ORDINANCE TO AMEND AND REENACT SECTIONS 14-17 THROUGH 14-20 AND SECTIONS 14-32 THROUGH 14-35 OF THE CODE OF THE CITY OF LYNCHBURG, 1981, THE AMENDED SECTIONS RELATING TO THE BOUNDARIES OF THE CITY'S ELECTION WARDS AND PRECINCTS.

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BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That Sections 14-17 through 14-20 and Sections 14-32 through 14-35 of the Code of the City of Lynchburg, 1981, be and the same are hereby amended and reenacted as follows:

Sec. 14-17. First ward.

The first ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at a point at the intersection of the extension of the centerline of Buttonwood Street and the Chesapeake and Ohio Railroad, said point of beginning being the northeasternmost point in the first ward; and running in a northwesterly direction along the centerline of the Chesapeake and Ohio Railroad to its intersection with the 1976 corporate limits line; and continuing along the 1976 corporate limits line in a northwesterly direction to the point where Judith Creek flows into the James River; and continuing thence along the 1976 corporate limits line in a westerly direction along Judith Creek, following the meanderings of the creek, to the point where the 1976 corporate limits line leaves Judith Creek; and continuing thence along the 1976 corporate limits line to its intersection with State Highway No. 126 on Old Graves Mill Road; and running thence in an easterly direction along the centerline of Old Graves Mill Road to its intersection with State Highway No. 674; and running thence in a northwesterly direction along the centerline of State Highway No. 674 to its intersection with Tomahawk Creek; and running thence in a northeasterly direction along the centerline of Tomahawk Creek to the point at which Tomahawk Creek joins Blackwater Creek and the 1958 corporate limits line; and running thence in a northeasterly direction along the centerline of Blackwater Creek, following the meanderings thereof, traversing the length of College Lake, to the point at which Blackwater Creek crosses U. S. Route 221; and running thence in a westerly direction along the centerline of U. S. Route 221 to its intersection with Forest Brook Road; and running thence in a northwesterly direction along the centerline of Forest Brook Road to its intersection with Old Forest Road; and running thence in a northeasterly direction along the centerline of Old Forest Road to its intersection with Devonshire Drive; and running thence in a northwesterly direction along the centerline of Devonshire Drive and an extension of Devonshire Drive to its intersection by an unnamed branch; and running thence in a westerly direction along the said unnamed branch to the point at which said branch flows into Ivy Creek; and running thence along the centerline of Ivy Creek in an easterly direction to its intersection with Link Road; and running thence in a northeasterly direction along the centerline of Link Road to its intersection with U. S. Highway No. 501 on Rivermont Avenue; and running thence in an easterly direction along the centerline of Rivermont Avenue to its intersection with Rivermont Terrace; and running thence in a southerly direction along the centerline of Rivermont Terrace to its intersection with Langhorne Road; and running thence in a southerly direction along the centerline of Langhorne Road to its intersection with the right-of-way of the Norfolk Southern Railway which crosses above Langhorne Road on a trestle; thence proceeding along the centerline of said right-of-way, to the beginning of the Blackwater Creek bike path (formerly the Norfolk Southern right-of-way); and running thence along the Blackwater Creek bike path in a southeasterly direction generally to a point where the main line of the Norfolk Southern Railway crosses above the bike path on a trestle and proceeding along the centerline of the Norfolk Southern Railway to a point where the Norfolk Southern Railway enters a tunnel underneath Columbia Avenue; thence proceeding in a~~

~~northerly direction along the centerline of Columbia Avenue to its intersection with Rivermont Avenue; thence in a southeasterly direction along the centerline of Rivermont Avenue to its intersection with Denver Avenue; thence in a northeasterly direction along the centerline of Denver Avenue to its intersection with East Denver Avenue; thence running in a southeasterly direction along the centerline of East Denver Avenue one (1) block to its intersection with Deaton Street; thence running in a southwesterly direction along the centerline of Deaton Street to its intersection with Dearing Street; thence running in a southeasterly direction along the centerline of Dearing Street to its intersection with Buttonwood Street; thence running in a northeasterly direction along the centerline of Buttonwood Street and an extension of the centerline of Buttonwood Street to its intersection with the Chesapeake and Ohio Railroad and the point of beginning.~~

Beginning at a point of the intersection of the centerline of Graves Mill Road and the 1976 Corporate Limits Line, said point being the southwestern most point in the First Ward; and running in a northerly direction following the City's Corporate Limits to the point where the the City's Corporate Limits and the Norfolk Southern Railroad intersect; thence proceeding in a southerly direction following the centerline of the Norfolk Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of the Blackwater Creek Bikeway intersect; thence proceeding in a westerly direction following the centerline of the Blackwater Creek Bikeway to the point that the centerline of the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad meet; thence proceeding in a westerly direction following the centerline of the Norfolk Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of Ivy Creek intersect; thence proceeding in a northerly direction following the meandering of the centerline of Ivy Creek to the point that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a northeasterly direction following the centerline of Club Drive to the point that the centerline of Club Drive and the centerline of Landon Street meet; thence proceeding in a northeasterly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Langhorne Road intersect; thence proceeding in a northerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Rivermont Terrace meet; thence proceeding in a northerly direction following the centerline of Rivermont Terrace to the point that the centerline of Rivermont Terrace and the centerline of Rivermont Avenue intersect; thence proceeding in a westerly direction following the centerline of Rivermont Avenue to the point that the centerline of Rivermont Avenue and the centerline of Link Road intersect; thence proceeding in a southwesterly direction following the centerline of Link Road to the point that the centerline of Link Road and the centerline of Ivy Creek intersect; thence proceeding in a southwesterly direction following the meandering of the centerline of Ivy Creek to the point that an extension of the centerline of Dandridge Drive and the centerline of Ivy Creek intersect; thence proceeding in a southeasterly direction following the centerline of Dandridge Drive to the point that the centerline of Dandridge Drive and the centerline of Old Forest Road intersect; thence proceeding in a southwesterly direction following the centerline of Old Forest Road to the point that the centerline of Old Forest Road and the centerline of Forest Brook Road intersect; thence proceeding in a southerly direction following the centerline of Forest Brook Road to the point that the centerline of Forest Brook Road and the centerline of Lakeside Drive intersect; thence proceeding in a westerly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Wyndale Drive intersect; thence proceeding in a southwesterly direction following the centerline of Wyndale Drive to the point that the centerline of Wyndale Drive and the centerline of Fleetwood Drive intersect; thence proceeding in a southeasterly direction following the centerline of Fleetwood Drive to the point that an extension of the centerline of Fleetwood Drive and the centerline of Blackwater Creek intersect;

thence proceeding in a westerly direction following the meandering of the centerline of Blackwater Creek to the point of confluence between Blackwater Creek and Tomahawk Creek; thence proceeding in a westerly direction following the meandering of the centerline of Tomahawk Creek to the point that the centerline of Tomahawk Creek and the centerline of McConville Road intersect; thence proceeding in a southeasterly direction following the centerline of McConville Road to the point that the centerline of McConville Road and the centerline of Graves Mill Road intersect; thence proceeding in a westerly direction following the centerline of Graves Mill Road to the point that the centerline of Graves Mill Road and the 1976 Corporate Limits intersect, said point being the beginning and ending point of the First Ward.

Sec. 14-18. Second ward.

The second ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at a point in the James River, said point of beginning being the northeasternmost point in the 1976 corporate limits line; and running thence in a westerly direction along the 1976 corporate limits line in said river to the intersection of the 1976 corporate limits line with the Chesapeake and Ohio Railroad; and running thence along the centerline of the Chesapeake and Ohio Railroad in a northwesterly direction to its intersection with an extension of the centerline of Buttonwood Street; thence in a southwesterly direction along the centerline of Buttonwood Street to its intersection with Dearing Street; thence along the centerline of Dearing Street to its intersection with Deaton Street; thence running in a northeasterly direction along the centerline of Deaton Street to its intersection with East Denver Avenue; thence running in a northwesterly direction along the centerline of East Denver Avenue to its intersection with Denver Avenue; thence running in a southwesterly direction along the centerline of Denver Avenue to its intersection with Rivermont Avenue; thence running in a northwesterly direction along the centerline of Rivermont Avenue to its intersection with Columbia Avenue; thence running in a southerly direction along the centerline of Columbia Avenue to a point at which the Norfolk Southern Railway emerges from a tunnel underneath Columbia Avenue; thence continuing in a southerly direction along the centerline of the main line of the Norfolk Southern Railway to a point where it crosses on a trestle above the Blackwater Creek bike path; thence proceeding in a northwesterly direction to a point on the bike path; thence in a southerly direction to a point across Blackwater Creek on an unnamed branch; and running thence along the centerline of said unnamed branch in a southwesterly direction as it meanders to the nearest point to Atherholt Road; and running thence in a southwesterly direction along the centerline of Atherholt Road to its intersection with Langhorne Road and running thence in a northwesterly direction along the centerline of Langhorne Road to its intersection with Blackwater Creek; thence meandering upstream and generally in a southeasterly direction to its intersection with Alleghany Avenue; thence in a southeasterly direction along Alleghany Avenue centerline to its intersection with Lakeside Drive; thence in a northeasterly direction along the centerline of Lakeside Drive to its intersection with Murrell Road; thence continuing in a southeasterly direction along the centerline of Lakeside Drive with its intersection with Memorial Avenue; thence in a northeasterly direction along the centerline of Memorial Avenue to its intersection with Langhorne Road; thence in a southeasterly direction along the centerline of Langhorne Road to its intersection with Campbell Avenue; thence along the centerline of Campbell Avenue in a southeasterly direction to its intersection with Twelfth Street; thence southwesterly along the centerline of Twelfth Street to its intersection with Stephenson Avenue; thence running in a southeasterly direction along the centerline of Stephenson Avenue to Cliff Street; continuing southeasterly along the centerline of Cliff Street to the Lynchburg Expressway; thence running in an easterly direction along the centerline of the Lynchburg~~

~~Expressway to the main line of the Norfolk Southern Railway; and running thence in a southerly direction along the centerline of said right-of-way of Norfolk Southern Railway to its intersection with the Norfolk Southern Railway; thence running in a southeasterly direction along the Norfolk Southern Railway to Florida Avenue; and running thence in a southwesterly direction along the centerline of Florida Avenue to its intersection with U. S. Route 501, and running thence along the centerline of U. S. Route 501 in a southeasterly direction to its intersection with the 1958 corporate limits line; and thence running in a southwesterly direction along the centerline of the 1958 corporate limits line to its intersection with Candler's Mountain Road; and running thence in a southerly direction along the centerline of Candler's Mountain Road to its intersection with the 1976 corporate limits line; and running thence along the 1976 corporate limits line in a northeasterly direction to the James River and the point of beginning.~~

Beginning at the point of the intersection of the City's Corporate Limits and the centerline of the Norfolk Southern Railroad, said point being the northern most point in the second ward; thence proceeding in a southeasterly direction following the City's Corporate Limits to the point that the City's Corporate Limits and the centerline of Martin Street intersect; thence proceeding in a northwesterly direction following the centerline of Martin Street to the point that the centerline of Martin Street and the centerline of US460 Richmond Highway intersect; thence proceeding in an easterly direction following the centerline of US460 Richmond Highway to the point that the centerline of the US460 Richmond Highway and the centerline of Campbell Avenue intersect; thence proceeding in a northwesterly direction following the centerline of Campbell Avenue to the point that the centerline of Campbell Avenue and the centerline of Florida Avenue intersect; thence proceeding in a northerly direction following the centerline of Florida Avenue to the point that the centerline of Florida Avenue and the centerline of the Norfolk and Southern Railroad intersect; thence proceeding in a westerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the centerline of the North / South line of the Norfolk and Southern Railroad intersect; thence proceeding in a northerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of the Lynchburg Expressway intersect; thence proceeding in a westerly direction following the centerline of the Lynchburg Expressway to the point that the centerline of the Lynchburg Expressway and an extension of the centerline of Cliff Street intersect; thence proceeding in a northwesterly direction following the centerline of Cliff Street to the point that the centerline of Cliff Street and the centerline of Stephenson Avenue intersect; thence proceeding in a northerly direction following the centerline of Stephenson Avenue to the point that the centerline of Stephenson Avenue and the centerline of Twelfth Street intersect; thence proceeding in an easterly direction following the centerline of Twelfth Street to the point that the centerline of Twelfth Street and the centerline of Campbell Avenue intersect; thence proceeding in a northwesterly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Memorial Avenue intersect; thence proceeding in a westerly direction following the centerline of Memorial Avenue to the point that the centerline of Memorial Avenue and the centerline of Lakeside Drive intersect; thence proceeding in a northwesterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and an extension of the centerline of an unnamed branch of Blackwater Creek intersect, said point being in the vicinity of the intersection of the centerline of Lakeside Drive and the centerline of Alleghany Avenue; thence proceeding in a northerly direction following the meandering of the centerline of the unnamed branch of Blackwater Creek to the confluence of the unnamed branch of Blackwater Creek and Blackwater Creek; thence proceeding in a northerly direction following the meandering of the centerline of Blackwater Creek to the point that the centerline of Blackwater Creek and the centerline of Langhorne Road intersect; thence proceeding in northerly direction following the centerline of Langhorne Road to

the point that the centerline of Langhorne Road and the centerline of the Norfolk Southern Railroad intersect; thence proceeding in an easterly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the centerline of the Blackwater Creek Bikeway meet; thence proceeding in an easterly direction following the centerline of the Blackwater Creek Bikeway to the point that the centerline of the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad intersect; thence proceeding in a northerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the City's Corporate Limits intersect, said point being the beginning and ending point of the Second Ward.

#### Sec. 14-19. Third ward.

The third ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at the intersection of U. S. Route 460 and U. S. Route 501; and running thence along the centerline of U. S. Route 501 in a northwesterly direction to its intersection with Florida Avenue; and running thence in a northerly direction along the centerline of Florida Avenue to its intersection with the right-of-way of the Norfolk Southern Railway; and running thence in a northwesterly direction along the centerline of the right-of-way of the Norfolk Southern Railway to its intersection with a right-of-way of the Norfolk Southern Railway; and running thence in a northerly direction along the centerline of said Norfolk Southern Railway right-of-way, to the intersection of the Lynchburg Expressway; and running thence in a southwesterly direction along the centerline of the Lynchburg Expressway to its intersection with Cliff Street; thence westerly along the centerline of Cliff Street to Stephenson Avenue; and running thence in a northwesterly direction along the centerline of Stephenson Avenue to its intersection with Twelfth Street; and running thence in a northeasterly direction along the centerline of Twelfth Street to its intersection with Campbell Avenue; and running thence along the centerline of Campbell Avenue in a northwesterly direction to its intersection with Langhorne Road; thence along the centerline of Langhorne Road in a northwesterly direction to its intersection with Memorial Avenue; thence in a southwesterly direction along the centerline of Memorial Avenue to its intersection with Lakeside Drive; thence in a northwesterly direction along the centerline of Lakeside Drive to its intersection with Murrell Road; thence continuing in a southwesterly direction along the centerline of Lakeside Drive to its intersection with Rockbridge Avenue; and running thence in an easterly direction along the centerline of Rockbridge Avenue to its intersection with Richmond Street; and running thence in a southwesterly direction along the centerline of Richmond Street to its intersection with Langhorne Lane; and running across Langhorne Lane onto Sussex Street; and continuing in a southwesterly direction along the centerline of Sussex Street to its intersection with Oakridge Boulevard; and running thence in an easterly direction along the centerline of Oakridge Boulevard to its intersection with Fort Avenue; and running thence along the centerline of Fort Avenue in a southwesterly direction to the point at which Fort Avenue becomes U. S. Route 460 and Timberlake Road; and continuing along the centerline of U. S. Route 460 to its intersection with the 1976 corporate limits line; and running thence along the 1976 corporate limits line in an easterly and northeasterly direction to its intersection with Candler's Mountain Road; and running thence in a northeasterly direction along the centerline of Candler's Mountain Road to its intersection with the 1958 corporate limits line; and running thence in a northeasterly direction along the 1958 corporate limits line to its intersection with U. S. Route 460 and U. S. Route 501 and the point of beginning~~

Beginning at a point of the intersection of the centerline of Langhorne Road and the centerline of Memorial Avenue, said point being the northern most point in the Third Ward; and running in a southeasterly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Twelfth Street intersect; thence proceeding in a westerly direction following the centerline of Twelfth Street to the point that the centerline of Twelfth Street and the centerline of Stephenson Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Stephenson Avenue to the point that the centerline of Stephenson Avenue and the centerline of Cliff Street intersect; thence proceeding in a southeasterly direction following the centerline of Cliff Street to the point that the centerline of Cliff Street and the centerline of the Lynchburg Expressway intersect; thence proceeding in an easterly direction following the centerline of the Lynchburg Expressway to the point that the centerline of the Lynchburg Expressway and the centerline of the North / South line of the Norfolk Southern Railroad intersect; thence proceeding in a southerly direction following the centerline of the North / South line of the Norfolk Southern Railroad to the point that the centerline of the North / South line of the Norfolk Southern Railroad and the centerline of the East / West line of the Norfolk Southern Railroad intersect; thence proceeding in an easterly direction following the centerline of the East / West line of the Norfolk Southern Railroad to the point that the centerline of the East / West line of the Norfolk Southern Railroad and the centerline of Florida Avenue intersect; thence proceeding in a southwesterly direction following the centerline of Florida Avenue to the point that the centerline of Florida Avenue and the centerline of Campbell Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Campbell Avenue to the point that the centerline of Campbell Avenue and the centerline of US460 Richmond Highway intersect; thence proceeding in a westerly direction following the centerline of US460 Richmond Highway to the point that the centerline of US460 Richmond Highway and the centerline of Martin Street intersect; thence proceeding in a southeasterly direction following the centerline of Martin Street to the point that the centerline of Martin Street and the City's Corporate Limits intersect; thence proceeding in a westerly direction following the City's Corporate Limits to the point that the City's Corporate Limits and the centerline of Timberlake Road intersect; thence proceeding in a northeasterly direction following the centerline of Timberlake Road to the point that the centerline of Timberlake Road and the centerline of Fort Avenue intersect; thence proceeding in a northeasterly direction following the centerline of Fort Avenue to the point that the centerline of Fort Avenue and the centerline of Oakridge Boulevard intersect; thence proceeding in a westerly direction following the centerline of Oakridge Boulevard to the point that the centerline of Oakridge Boulevard and the centerline of Sussex Street intersect; thence proceeding in a northeasterly direction following the centerline of Sussex Street to the point that the centerline of Sussex Street and the centerline of Richmond Street intersect; thence proceeding in a northeasterly direction following the centerline of Richmond Street to the point that the centerline of Richmond Street and the centerline of Rockbridge Avenue intersect; thence proceeding in a northwesterly direction following the centerline of Rockbridge Avenue to the point that the centerline of Rockbridge Avenue and the centerline of Lakeside Drive intersect; thence proceeding in an easterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Memorial Avenue intersect; thence proceeding in a northeasterly direction following the centerline of Memorial Avenue to the point that the centerline of Memorial Avenue and the centerline of Langhorne Road intersect, said point being the beginning and ending point of the Third Ward.

Sec. 14-20. Fourth ward.

The fourth ward of the city shall include all that portion of the city bounded as follows:

Beginning at the point of intersection of Rivermont Terrace with Rivermont Avenue on U. S. Highway No. 501; and running in a westerly direction along the centerline of Rivermont Avenue to its intersection with Link Road; and running in a southwesterly direction along the centerline of Link Road to its intersection with Ivy Creek; and running thence in a westerly direction along Ivy Creek, following the meanderings thereof, to the point at which an unnamed branch flows into Ivy Creek; and running thence in a southeasterly direction along the centerline of said unnamed branch and an extension of the line of Devonshire Drive to the intersection of Devonshire Drive with Old Forest Road; and running thence along the centerline of Old Forest Road in a southwesterly direction to its intersection with Forest Brook Road; and running thence along the centerline of Forest Brook Road in a southerly direction to its intersection with U. S. Route 221; and running thence along the centerline of U. S. Route 221 in an easterly direction to its intersection with the centerline of Blackwater Creek; and running thence along said centerline of Blackwater Creek traversing the length of College Lake, in a southwesterly direction, to its intersection with Tomahawk Creek; and running thence along the centerline of Tomahawk Creek in a westerly direction to its intersection with State Highway No. 674; and running thence in a southeasterly direction along the centerline of State Highway No. 674 to its intersection with State Highway No. 126 on Old Graves Mill Road; and running thence in a westerly direction along the centerline of Old Graves Mill Road to its intersection with the 1976 corporate limits line; and running thence in a southerly and easterly direction along the 1976 corporate limits line to its intersection with U. S. Highway No. 460 on Timberlake Road; and running thence in a northeasterly direction along the centerline of Timberlake Road to its intersection with the 1958 corporate limits line; and continuing in a northeasterly direction along the centerline of Fort Avenue to its intersection with Oakridge Boulevard; and running thence in a westerly direction along the centerline of Oakridge Boulevard to Sussex Street; and running thence in a northeasterly direction along the centerline of Sussex Street, crossing Langhorne Lane onto Richmond Street; and continuing thence along the centerline of Richmond Street in a northeasterly direction to its intersection with Rockbridge Avenue; and running thence in a northwesterly direction along the centerline of Rockbridge Avenue to its intersection with Lakeside Drive; and running thence in a northeasterly direction along the centerline of Lakeside Drive to its intersection with Alleghany Avenue; thence along the centerline of Alleghany Avenue in a northwesterly direction to its intersection with Blackwater Creek; thence meandering downstream in a northwesterly direction to its intersection with Langhorne Road; thence along the centerline of Langhorne Road in an easterly direction to its intersection with Atherholt Road; thence along the centerline of Atherholt Road in a northeasterly direction to the nearest point to an unnamed branch; and running thence along the centerline of said unnamed branch in a northeasterly direction to its intersection with Blackwater Creek; and running thence across Blackwater Creek in a northerly direction to a point on the Blackwater Creek bike path and continuing along the centerline of the Blackwater Creek bike path in a generally southwesterly direction to its intersection with the Norfolk Southern right-of-way and proceeding along the right-of-way centerline to its intersection with Langhorne Road; and running thence along the centerline of Langhorne Road in a northerly direction to its intersection with Rivermont Terrace; and running thence along the centerline of Rivermont Terrace in a northerly direction to its intersection with Rivermont Avenue and the point of beginning.

Beginning at the point of the intersection of the 1976 Corporate Limits and the centerline of Timberlake Road, said point being the southern most point in the Fourth Ward; and running in a westerly direction following the 1976 Corporate Limits Line to the point that the 1976 Corporate Limits and the centerline of Graves Mill Road intersect; thence proceeding in an easterly direction following the centerline of Graves Mill Road to the point that the centerline of Graves Mill Road and the centerline of McConville Road intersect; thence proceeding in a northwesterly



direction following the centerline of McConville Road to the point that the centerline of McConville Road and the centerline of Tomahawk Creek intersect; thence proceeding in an easterly direction following the meandering of the centerline of Tomahawk Creek to the point of confluence between Tomahawk Creek and Blackwater Creek; thence proceeding in an easterly direction following the meandering of the centerline of Blackwater Creek to the point that an extension of Fleetwood Drive and the centerline of Blackwater Creek intersect; thence proceeding in a northwesterly direction following the centerline of Fleetwood Drive to the point that the centerline of Fleetwood Drive and the centerline of Wyndale Drive intersect; thence proceeding in an easterly direction following the centerline of Wyndale Drive to the point that the centerline of Wyndale Drive and the centerline of Lakeside Drive intersect; thence proceeding in an easterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Forest Brook Road intersect; thence proceeding in a northerly direction following the centerline of Forest Brook Road to the point that the centerline of Forest Brook Road and the centerline of Old Forest Road intersect; thence proceeding in a northeasterly direction following the centerline of Old Forest Road to the point that the centerline of Old Forest Road and the centerline of Dandridge Drive intersect; thence proceeding following the centerline of Dandridge Drive to the point that an extension of the centerline of Dandridge Drive and the centerline of Ivy Creek intersect; thence proceeding in an easterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and Link Road intersect; thence proceeding in a northeasterly direction following the centerline of Link Road to the point that the centerline of Link Road and the centerline of Rivermont Avenue intersect; thence proceeding in an easterly direction following the centerline of Rivermont Avenue to the point that the centerline of Rivermont Avenue and the centerline of Rivermont Terrace intersect; thence proceeding in a southerly direction following the centerline of Rivermont Terrace to the point that the centerline of Rivermont Terrace and the centerline of Langhorne Road intersect; thence proceeding in a southerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Landon Street intersect; thence proceeding in a westerly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Club Drive intersect; thence proceeding in a southwesterly direction following the centerline of Club Drive to the point that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and the centerline of Langhorne Road intersect; thence proceeding in a southerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Blackwater Creek intersect; thence proceeding in a southerly direction following the meandering of the centerline of Blackwater Creek to the point that the centerline of Blackwater Creek and the centerline of a unnamed branch of Blackwater Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of a unnamed branch of Blackwater Creek to the point that an extension of the unnamed Branch of Blackwater Creek and the centerline of Lakeside Drive intersect, said point being in the vicinity of the intersection of the centerline of Lakeside Drive and the centerline of Alleghany Avenue; thence proceeding in a southwesterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Rockbridge Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Rockbridge Avenue to the point that the centerline of Rockbridge Avenue and the centerline of Richmond Street intersect; thence proceeding in a southwesterly direction following the centerline of Richmond Street to the point that the centerline of Richmond Street and the centerline of Sussex Street intersect; thence proceeding in a southwesterly direction following the centerline of Sussex street to the point that the centerline of Sussex Street and the centerline of Oakridge Boulevard intersect; thence proceeding in an easterly direction following the centerline of Oakridge Boulevard to the

point that the centerline of Oakridge Boulevard and the centerline of Fort Avenue intersect; thence proceeding in a southwesterly direction following the centerline of Fort Avenue to the point that the centerline of Fort Avenue and the centerline of Timberlake Road intersect; thence proceeding in a southwesterly direction following the centerline of Timberlake Road to the point that the centerline of Timberlake Road and the 1976 Corporate Limits intersect, said point being the beginning and ending point of the Fourth Ward.

Sec. 14-32. First ward.

The first ward shall be divided into five (5) election precincts, the boundaries of which shall be as follows:

(1) First precinct. All that portion of the first ward lying southeast of the centerline of the line formed by Cheese Creek and Ivy Creek. The voting place in said first precinct of the first ward shall be located at Moose Lodge #715, 2307 Lakeside Drive.

(2) Second precinct. All that portion of the first ward lying south of the centerline of Route No. 501 on Boonsboro Road and north of the centerline of the line formed by the APCO Power Line, Cheese Creek and Ivy Creek. The voting place in said second precinct of the first ward shall be located at Bedford Hills School, Morningside Drive and Indian Hill Road.

(3) Third precinct. All that portion of the first ward lying north of the centerline of Route No. 501 on Boonsboro Road and Rivermont Avenue and west of the centerline of Virginia Episcopal School Road. The voting place in said third precinct of the first ward shall be located at First Presbyterian Church, 1215 Virginia Episcopal School Road.

(4) Fourth precinct. All that portion of the first ward lying east of the centerline of Virginia Episcopal School Road and north of the centerline of Rivermont Avenue. The voting place in said fourth precinct of the first ward shall be located at Rivermont Presbyterian Church, 2424 Rivermont Avenue.

(5) Fifth precinct. Beginning at the intersection of Rivermont Avenue with Rivermont Terrace; and running along the centerline of Rivermont Avenue to Columbia Avenue; and running in a southerly direction along the centerline of Columbia Avenue to a point at which the Norfolk Southern Railway emerges from a tunnel underneath Columbia Avenue; thence continuing in a southerly direction along the centerline of the mainline of the Norfolk Southern Railway to a point where the trestle crosses above the Blackwater Creek bike path; ~~thence in a generally southwesterly direction along the centerline of the bike path to a point; thence continuing in a southwesterly direction along the Norfolk Southern right-of-way to its intersection with Langhorne Road; and running thence northerly along the centerline of Langhorne Road to its intersection with Rivermont Terrace; and running along the centerline of Rivermont Terrace to Rivermont Avenue.~~ The voting place in said fifth precinct of the first ward shall be located at First Christian Church, 3109 Rivermont Avenue. thence in generally a southwesterly direction to the point that the centerline of the Norfolk Southern Railroad and the centerline of Ivy Creek intersect; thence proceeding in a northeasterly direction following the meandering of the centerline of Ivy Creek to the point, that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a northeasterly direction following the centerline of Club Drive to the point that the centerline of Club Drive and the centerline of Landon Street meet; thence proceeding in northeasterly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Langhorne

Road intersect; thence proceeding in a northerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Rivermont Terrace meet. The voting place in said fifth precinct of the first ward shall be located at First Christian Church, 3109 Rivermont Avenue.

Sec. 14-33. Second ward.

The second ward shall be divided into three (3) election precincts, the boundaries of which shall be as follows:

(1) First precinct. All that portion of the second ward lying northwest of the centerline of the line formed as follows: Beginning on Eighth Street (extended) at its intersection with the James River; running southwest on Eighth Street to Buchanan Street; running thence northwest on Buchanan Street to Eighth Street; running thence southwest along Eighth Street (extended) to Orchard Street; running thence south on Orchard Street to Kingston Avenue; running thence southwest on Kingston Avenue to Langhorne Road. The voting place in said first precinct of the second ward shall be St. Paul's Episcopal Church, 605 Clay Street.

(2) Second precinct. All that portion of the second ward lying southeast of the centerline of the line formed as follows: Beginning on Eighth Street (extended) at its intersection with the James River; running southwest on Eighth Street to Buchanan Street; running thence northwest on Buchanan Street to Eighth Street; running thence southwest along Eighth Street (extended) to Orchard Street; running thence south on Orchard Street to Kingston Avenue; running thence southwest on Kingston Avenue to Langhorne Road, and lying northwest of the ~~1958 corporate limits line~~ Norfolk Southern Railroad. The voting place in said second precinct of the second ward shall be Robert S. Payne Elementary School Gymnasium, ~~12th Street and~~ 1201 Floyd Street.

(3) Third precinct. All that portion of the second ward lying ~~east of the centerline of the line formed by the 1958 corporate limits line and Candler's Mountain Road~~ southeast of the Norfolk Southern Railroad. The voting place in said third precinct of the second ward shall be at the Jubilee Heights Community Center (formerly the Mountain View School) at 3621 Campbell, 1512 Florida Avenue.

Sec. 14-33. Third ward.

The third ward shall be divided into five (5) election precincts, the boundaries of which shall be as follows.

(1) First precinct. All that portion of the third ward lying northwest of the centerline of the line formed by Edley Place and the Norfolk Southern Railroad. The voting place in said first precinct of the third ward shall be at Lynchburg Public Library, 2315 Memorial Avenue.

(2) Second precinct. All that portion of the third ward lying northeast of the centerline of Odd Fellows Road ~~(extended)~~ , Perkins Street and Mayflower Drive and southeast of the centerline of the Norfolk Southern Railroad. The voting place in said second precinct of the third ward shall be at Fairview Christian Church, 2107 Campbell Avenue. ~~at Mosby Avenue.~~

(3) Third precinct. All that portion of the third ward lying southwest of the centerline ~~of the line~~ formed by Edley Place and Odd Fellows Road (extended) and north of the ~~1958 1976 corporate limits line~~. The voting place in said third precinct of the third ward shall be at Sheffield School, 115 Fenwick Drive.

(4) Fourth precinct. All that portion of the third ward lying south of the ~~1958 corporate limits line~~ and east of the center line of the line formed by Leesville Road and Del Ray Circle tributary of Burton Creek and extending east of the 1976 corporate limits line and east of the centerline of Leesville Road and Del Ray Circle and west of the centerline of Candler's Mountain Road. The voting place in said fourth precinct of the third ward shall be Heritage Elementary School, Timberlake 501 Leesville Road.

(5) Fifth precinct. All that portion of the third ward lying west of the centerline formed by Leesville Road and Del Ray Circle. The voting place of said fifth precinct of the third ward shall be at ~~Boulay Baptist Church, 528~~ Heritage United Methodist Church, 582 Leesville Road.

#### Sec. 14-35. Fourth ward.

The fourth ward shall be divided into four (4) election precincts, the boundaries of which shall be as follows:

(1) First precinct. All that portion of the fourth ward lying southwest of the centerline of Burton Creek between its intersection with Tomahawk Creek and U.S. Route 460. The voting place of said first precinct of the fourth ward shall be at ~~Church of St. Thomas More~~ Catholic Church, 3015 Roundelay Road.

(2) Second precinct. All that portion of the fourth ward lying northeast of the centerline of Burton Creek between its intersection with Tomahawk Creek and U.S. Route 460, and lying southwest of the centerline of an unnamed branch which crosses Greenwood Drive near Blackwater Creek and intersects Fort Avenue near Moseley Drive. The voting place in said second precinct of the fourth ward shall be at Sandusky Middle School, 805 Custer Place.

(3) Third precinct. All the portion of the fourth ward lying northeast of the centerline of an unnamed branch which crosses Greenwood Drive near Blackwater Creek and intersects Fort Avenue near Moseley Drive, and lying south of the centerline of Lakeside Drive. The voting place in said third precinct of the fourth ward shall be at Memorial Christian Church, 512 Perrymont Avenue.

(4) Fourth precinct. All that portion of the fourth ward lying north of the centerline of Lakeside Drive. The voting place in said fourth precinct of the fourth ward shall be at Linkhorne Middle School ~~Library~~, 2525 Linkhorne Drive.

2. That this ordinance shall become effective upon its adoption.

Adopted:

Certified: \_\_\_\_\_  
Clerk of Council

055L



OFFICE OF THE  
CITY MANAGER

June 14, 2001

The Honorable City Council  
Lynchburg, Virginia

Re: Redistricting

Council Members:

The Voting Rights Act requires that localities periodically reapportion (or realign) their election districts or wards to preserve the principal of "one man/one vote" and to promote and ensure appropriate minority representation. Such action is required after each decennial census.

The 2000 Census recorded 65,269 individuals in the City of Lynchburg. Ideally, each of the four wards would have a population of 16,322. For practical purposes, however, the Department of Justice generally accepts a variance of plus or minus five percent (5%) from the ideal. That range would be 15,506 to 17,138.

The 2000 Census indicates the population of the current four wards as follows:

Ward 1	17,463
Ward 2	14,770
Ward 3	16,305
Ward 4	16,731

Ward 1 is 325 residents above the maximum of 17,138 and Ward 2 is 736 residents below the acceptable minimum of 15,506.

Staff has met with each of the Council members representing wards and has proposed a realignment of ward boundaries as represented on the attached maps. The proposed realignment is based on the following principles:

- Ward populations should be within the acceptable range.
- Incumbents should remain in their respective wards.
- Communities of interest should be respected.
- Minority voting strength should be preserved and not diluted.
- Wards should be as compact and contiguous as possible, eliminating odd-looking extensions.



The resulting ward counts would be:

Ward 1	16,231
Ward 2	15,616
Ward 3	16,305
Ward 4	17,117

The ward representatives have expressed general agreement with the proposed realignment of ward boundaries, so it is being brought before the full Council for discussion. If acceptable, staff will ask permission to schedule the requisite public hearing on a proposed ordinance of realignment. We will also talk to the Registrar to determine if there is any need to change precinct boundaries and will report back to Council if that is suggested.

Staff will have more detailed maps to share with Council during your work session on June 19.

Respectfully submitted,



L. Kimball Payne, III  
City Manager

cc: Walter Erwin  
Rachel Flynn  
Tom Martin

TO: Kimball Payne, City Manager

FROM: Anne Marie Middlesworth, General Registrar

RE: Redistricting

DATE: January 25, 2002

The Electoral Board recently meet on January 15<sup>th</sup> and among the items on the agenda was local redistricting and polling place relocation. The Board has asked me to move forward with securing polling places based on the proposed ward and precinct lines drawn by the City. At this time we are still waiting to see if Heritage United Methodist Church will consider use of their facility as a polling place. Heritage United Methodist would serve as a polling site for residents in Ward 3-5 that currently vote at Beulah Baptist Church.

The only boundary change that was discussed was the current proposed boundary line between Ward 2-2 and Ward 2-3. As discussed at previous meetings, including Winston Ridge Road, Gilmore Circle and Florida Avenue down to the train tracks will raise the number of registered voters in Ward 2-3 to over 500. The Board would like to use Jubilee Heights Recreation Center as a polling place for this precinct. This would reduce the number of registered voters voting at Ward 2-2 (R.S. Payne School) and keep residents in Tyreeanna voting close to their residences. The use of Jubilee Heights and possible use of Heritage U.M. Church are the only two precinct changes the Board is considering at this time.

I will forward to you the official minutes once they have been approved. Please let me know if you need any additional information to draft the ordinance and if you anticipate any change with the March 12<sup>th</sup> Public Hearing.